

HUDSON BAY

✓ "Buy British"

THE
HUDSON BAY ROUTE
AND
PORT OF CHURCHILL

*Western Canada's
Gateway to
Europe*



Issued by Executive
HUDSON BAY ROUTE ASSOCIATION
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On the Hudson Bay Company's 275th anniversary the Governor sent greetings to the staff, incorporating the following prophetic verses:

*War, like the Arctic night has passed,
We greet you, friends, and greet the day
When, over peaceful seas at last
New ships, red ensign at the mast,
Go trading into Hudson's Bay.*

*Never the weight of centuries
Bent our broad backs, nor does today,
Nor ever shall, while men like these
The forelock of adventure seize
And, be it foul or favouring breeze,
Go trading into Hudson's Bay.*

*Many have died that this may be—
Adventurers whose hearts are gay—
Men of our ancient Company,
Our thoughts will be of them when we
Go once more trading to The Bay.*

THE HUDSON BAY ROUTE AND PORT OF CHURCHILL

(Western Canada's Gateway to Europe)

Sir Wilfrid Laurier, speaking in the Canadian House of Commons thirty-eight years ago, said: "It is not enough for us to confine our views to Canada that is now settled. **We must look ahead.** We must push northward as far as colonization can go. I have great confidence that before many years are passed we shall see towns and villages on the shores of Hudson Bay, like those we see on the shores of Norway, where people will be prosperously engaged in the lumbering business, the pulp industry, the mining industry, and others. That is what I hope Canadians will see ere long."

*Extract from letter to Mr. George Oliver,
Saskatchewan Reconstruction Council, from H.
R. MacKenzie, January, 1944:*

"With regard to the Hudson Bay Railway, prior to the outbreak of the present world war; satisfactory progress was being made in securing traffic for the Hudson Bay route, but immediately upon the declaration of war all shipping was taken over by the British Shipping Board and this Board

cancelled all charters already set for Churchill, and rendered it impossible to arrange any further shipment during the continuation of the war.

"We feel that the operation of the Hudson Bay route has passed the experimental stage and that the feasibility of this route, as a shorter passage to Europe, has been established; and we believe that this route should be made use of extensively when the present war restrictions on shipping out of this port have been removed."

Captain Barraclough, reporting to the Imperial Shipping Committee of 1934, says: "In my opinion, the voyage to Churchill by way of the Hudson Bay route was to be preferred to the voyage to Montreal by way of the St. Lawrence."

Regarding the excessive marine insurance rates previously charged for cargoes out of Hudson Bay—six times as great as that payable in respect of a voyage to Montreal at the same time of year—the 1939 report of the Imperial Shipping Committee says: "The underwriters' representatives have agreed to regard the past nine seasons as closing the development period of the route. It is clear, however, that before any substantial reduction in the rate of premiums can be secured, an increased number of voyages to and from Churchill will be necessary."

THE HUDSON BAY ROUTE IS A PRACTICAL ROUTE

✓ **For 300 years** the waters of Hudson Bay and Hudson Strait have been known to whalers and navigators.

✓ **The Hudson Bay Company** has been using the Hudson Bay route for 250 years. More than 750 wooden sailing vessels were sent into the Bay with the loss of only two vessels.

✓ **The Selkirk Settlers** were brought into Canada via Hudson Bay, to settle the Red River Valley in the year 1812; so the first line of communication between Western Canada and the Old Country was via the Hudson Bay route.

✓ **A Trial Shipment** of Western grain to London, England, was successfully made from Churchill in October, 1929, in one of the vessels of the Hudson Bay Company.

✓ **Capt. D. J. Munro, C.M.G., R.N.,** writes: I have interviewed many captains of ships who have made voyages to Churchill, and they all express the opinion that the route is quite an easy one, and can be taken advantage of for a much longer period than is generally supposed.

✓ **Captain Leather Barrows,** Master of the S. S. Mount Revelstoke, the first ship entering Churchill Harbour since the war, in an interview said: "No difficulties were encountered in coming through the Straits. There was some ice floating about, but it didn't bother me in the least. I carry a gyro compass, and must say the facilities for navigation through the Straits and in the Bay are excellent. The Churchill radio beam led me right to the channel of the harbour. In fact this is a jolly fine port. I have had wonderfully good service, and your grain handling facilities are second to none."

ADVANTAGES OF HUDSON BAY ROUTE

★ **Over 1,000 miles** shorter distance to overseas market. Therefore most economic rail and waterway system linking Western Canada with British and European ports.

★ **The Report** of the Board of Grain Commissioners for the year 1938 showed a saving in transportation costs of wheat to Europe through the Port of Churchill as compared with the route by Montreal, of **six cents per bushel**. Still greater savings will be effected when marine insurance is placed on a parity with that of other ports.

★ **Taking Saskatoon as a base,** freight rate schedules indicate the lower cost via Churchill:

Saving on shipment of Livestock.....	\$123 per car
Saving on shipment of Dairy Prod.....	\$365 per car
Saving on shipment of Dr. Poultry.....	\$365 per car
Saving on shipment of Eggs.....	\$161 per car

★ **Industrialists** will benefit by increased Empire trade, particularly in the importation and exportation of raw materials.

★ **Development** of natural resources and water power facilitated.

★ **Increased** development of fisheries owing to easier access to fishing grounds and consequent development of the various by-products of this industry.

★ **Tourist Traffic encouraged.** The thrill of travel through the Far North provides setting for an unusually attractive and thrilling holiday expedition. The country surrounding Churchill abounds in historic associations of absorbing interest.

HUDSON BAY ROUTE SHIPPING REPORT

● **In 1931** the S.S. Farnworth and the S.S. Warkworth, both owned by R. S. Dalgleish Limited, Newcastle-on-Tyne, carried cargoes of grain from Churchill to Europe. These trial shipments were exceptionally successful, arriving at Antwerp and London in fifteen and sixteen days from Churchill.

● **15 Ships** sailed out of Churchill in 1934, with 4,000,000 bushels of grain, 3,795 tons of flour, etc., 580 head of cattle, 7 tons of honey, 2,400,000 board feet of lumber. 1,400 tons of general cargo was imported.

● **Wheat exported** through Churchill in 1938 was produced on Saskatchewan farms that same year, proving that the Hudson Bay route is both practical and economical.

1939 Port Churchill closed to commercial navigation. (War measure).

1945 Port reopened for commercial navigation.

1946 Exports via Churchill 3 million bushels of grain, 2000 tons of flour.

1947 5 million bushels of wheat, 5 million board feet of lumber.

● **To the end** of 1946 shipping season, 106 vessels have operated in and out of Fort Churchill.

● **Churchill Harbour** and terminal grain elevator have the most modern facilities and equipment in the world. The ice-breaking steamer, N. B. McLean, is on duty in the Strait at the opening of navigation each year.

OUR IMMEDIATE OBJECTIVES

● **To Bring** the Hudson Bay Railway and Churchill Port into active operation under western management.

● **To Ship** 16,000,000 bushels of wheat through Churchill via the Hudson Bay route this shipping season.

● **To secure** export cargoes of at least 10,000,000 board feet of lumber.

- **To Further** develop two-way trade with the United Kingdom and the Continent.
- **To Secure** reduction in freight rates and marine insurance, and also work for the extension of the navigable season.
- **To Develop** a market with the Maritimes for milling and feed grains to be shipped at a saving through the Port of Churchill.

ANSWERS TO SOME OF YOUR QUESTIONS

Question 1. Why am I asked to become a member of the Hudson Bay Route Association?

Answer: Because the Hudson Bay Route Association is the only organization concerned in Churchill and the Hudson Bay Route.

Question 2. When was the Hudson Bay Route Association organized?

Answer: The Hudson Bay Route Association was organized November 15th, 1944.

Question 3. Why?

Answer: To continue the work of the On-To-The-Bay Association and to ensure the peace time operation of the Port of Churchill.

Question 4. Is such an organization necessary now that the line and port have been completed?

Answer: Very definitely, yes, for Western Canada must exert all effort possible to secure the fullest use of Churchill and the Hudson Bay Route over the longest feasible season.

Question 5. Why is development slow?

Answer: (a) Because of vested interests which do not desire to see any change what-ever in existing trade channels.

(b) Because of the indifference and ignorance of the many benefits possible to our Western Economy, on the part of our own Western business men and citizens.

(c) Because the political situation in Canada makes action on the part of a Dominion government and its officials slow and lukewarm.

Question 6. How does the Hudson Bay Route Association carry out its purpose?

Answer: (a) By educating the public to the economic advantages the Hudson Bay Route holds out to the West, the Maritimes and our overseas customers.

(b) By trying to develop an aroused informed public opinion on the matter of the Hudson Bay Route, by the issue of pamphlets, booklets, press releases, radio talks and the holding of public meetings.

(c) By continuously keeping in touch with all factors, big or little, which may assist or retard the use of the Route.

(d) By continuously urging the matter upon the Provincial and Dominion Governments, the Canadian Wheat Board, both Canadian and overseas exporters and importers.

(e) By co-operation with the Western Policy and Technical Committees of the Three Prairie Governments.

(f) By boosting the August excursion to Churchill which is now sponsored by the Saskatchewan Government.

Question 7. How is the Association financed?

Answer: By the annual affiliation fees received from Boards of Trade, Cities, Towns, Villages and Rural Municipalities, businesses, co-operatives, all interested organizations, grants and individual memberships.

Question 8. What meetings are held?

Answer: All members are urged to attend, and participate in, the Annual Convention of the Association. The Directors meet as necessary. Public meetings are held whenever possible.

Question 9. What has the Association done?

Answer: (a) Revived the work of the On-To-The-Bay Association.

(b) Secured the re-opening of the Port of Churchill for commercial use in 1946.

(c) Sent delegations to the three prairie capitals urging united Western action to secure full operation of the Port.

(d) Sent a delegation to the Canadian Wheat Board in efforts to have our farmers' wheat shipped via this cheaper route.

(e) Secured the shipment of 3,000,000 bushels of grain and 2,000 tons of flour in 1946.

(f) Secured the shipment of almost 5,000,000 bushels of grain in 1947.

(g) Secured the shipment of almost 5,000,000 board feet of export lumber to Britain in 1947 when other agencies had failed.

(h) Secured the appointment of Western Policy and Technical Committees to study and work for the full use and development of the Hudson Bay Route.

(i) Has had the matter brought up on the floor of the Saskatchewan Legislature and the Dominion House of Commons each year, in efforts to secure continued government action.

\$10,000 Needed . . .

\$10,000 is needed to put over our objectives this year. You can help us make the dream of a practical Hudson Bay route come true by taking out a membership in the Hudson Bay Route Association.

Business Houses 5.00

Affiliated Membership

Rural Municipalities 25.00

Cities (minimum) 25.00

Towns (minimum) 10.00

Villages 10.00

Locals of United Farmers of Canada 5.00

Co-operative Committees—

(Wheat Pool and Consumers) 10.00

Boards of Trade—

Cities (minimum) 25.00

Towns and Villages 10.00

For information, write to Mr. Frank Eliason, Secretary, Hudson Bay Route Association, 921 Avenue F North, Saskatoon, Saskatchewan.

. . . "Buy British"